

DAILY GAZETTE

J. H. KOGLER, Editor.

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Mother Shipton.

The world to an end shall come
 In eighteen hundred and eighty-one.
 —Mother Shipton.

So runs the old-time prophecy
 Of one who saw, so tradition says,
 The magic of the far-off days,
 And read their hidden mystery.

And tho' the questioners may say
 The far-see wander of the rhymes
 Was writ, forsooth, in modern times,
 We'll disbelieve them for to-day.

But let us read the verse aright,
 Nor guess the inner fires that eat
 The world shall lose their racking heat,
 And touch it with eternal blight.

To stranger, follower, or friend,
 In this perpetual round of strife,
 Of life in death, of death in life,
 The world shall daily reach its end.

Although it never shift within
 Its endless circle round the sun,
 Six thousand years ago begun,
 Yet daily shall the world begin.

In health or plague, in war or peace,
 Despair or hope, abroad or home,
 At last for even the end shall come,
 For each the world for ever cease.

And even so, in peace or war,
 In chamber noble or forlorn,
 The world, for him most newly born,
 Shall be renewed forevermore.

For this our prophet and her kin,
 The world was ended long ago.
 But for the strong, the steadfast, to
 The waiting world may yet begin.

—From the American.

The Remarkable Activity in Railroad Building.

Last year was the most remarkable in the history of the American railway business. The earnings of the roads were much greater than ever before; nearly all the lines west of the Mississippi River were brought together under connected systems while the increase in the mileage was larger than in any previous year except in 1872. Then our excessive railway construction was followed by the financial crash of 1873, from which it took the country years to recover.

The *Financial Chronicle* published at the beginning of December a table of the gross earnings of forty-three railroads for the eleven months of 1880, compared with those for the corresponding period of 1879. The figures for 1880 were \$180,660,789, against \$143,840,029 for 1879; a gain of \$36,820,660, or nearly one-quarter.

In 1879 the business of railroad construction, which since 1872 had received a serious shock showed a great comparative activity. The total number of miles of road built reached 4,721, or more than double the average of the previous five years.

It was this increase of railroad building, accompanied by a vast augmentation of traffic owing to the great harvest, that revived the drooping spirits of the iron manufacturers. Besides the rails needed for the mileage added, repairs were everywhere necessary to meet the accumulating business. Our production of pig iron was accordingly greater than that of the year before by about 500,000 tons; and it found a market at largely increased prices. The production even exceeded that of 1875, the previous year of largest supply, by nearly 250,000 tons. We manufactured of iron and steel rails nearly the same amount in excess of the production of 1872, the year when railroad building became almost a mania. Their importation, which had dropped off altogether in 1878, rose to 60,000 tons, while of all kinds of iron and steel we imported about 500,000 tons, against about one-fifth of that amount in 1878.

But the activity in railroad building in 1879 was far exceeded by that of last year. The addition to the railway mileage of the United States for 1880 was, according to a table compiled by the *Railway Age*, 7,207 miles; an increase over 1879 of 2,486 miles. The number of miles added in 1872 was about the same, 7,340.

The effect of this increase on the iron trade was of course very marked. The production of pig iron rose from about 2,750,000 in 1879, to between 3,250,000 and 3,500,000 in 1880; and our importation of pig iron was about 700,000 tons. We produced 1,200,000 tons of rails, and imported about 275,000 tons. The new roads took about 1,000,000 tons of iron and steel, and there was besides an enormous consumption for repairs to the roads and rolling stock of the lines already existing. As a consequence the iron trade has seen the busiest year it has ever known.

Of the 7,207 miles of railroad built in 1880 more than one-half, or 3,868 miles, were laid in the States and Territories west of the Mississippi. The rapidity with which railroad construction is going on in that portion of the Union presages still greater increase in its population during the next ten years than the census shows for the last decade. Already in the region west of the Mississippi considerably more than a fifth of the population is gathered, whereas in 1860 the proportion was only about a tenth.

The promise is that the railroad construction during the present year will be even larger than that for 1880. —New York Sun.

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Large Stock of Carpenter Tools

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Furniture repaired in first-class style. Second hand goods bought and sold. Store adjoining the new building of the First National Bank.

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(Formerly Santa Fe Bakery.)

Is now ready for business. Largest Oven in the Territory. Will supply Las Vegas and the towns along the road from Kint to San Marcial. Orders by letter will receive prompt attention.

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—AND—

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Something Good to Drink.

Lunch at any hour from 9 till 11 A. M.
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Has constantly on hand Horses, Mules, Harness, etc., and also buys and sells on Commission.

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Hay and Grain kept for sale in large or small quantities. Good accommodations for stock. Place of business on street in rear of National Hotel.

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Cattle, Sheep, Wool, Hides, Grain, And all kinds of Produce.

First National Bank

OF LAS VEGAS.

(Incorporated in Nevada.)

Authorized capital, \$500,000

Paid in capital, - 50,000

Surplus Fund - 10,000

DOES A GENERAL BANKING BUSINESS

—downtown—

Dissolution of Co-partnership.

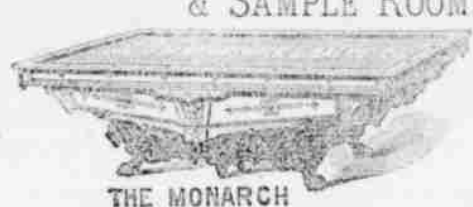
Notice is hereby given that the firm doing a general drug business in Las Vegas, N. M., under the name and style of Mace, Griswold & Co., is dissolved by mutual consent. Mace Griswold retiring. The new firm of Williams & Co. will collect all accounts due the old firm and pay all indebtedness contracted under the name of Mace Griswold & Co.

MACE GRISWOLD.

Las Vegas, Jan. 17th 1881.

CHAPMAN HALL.

BILLIARD PARLOR & SAMPLE ROOM.



THE MONARCH

The Finest Resort in West Las Vegas where the Very Best Brands of

LIQUORS AND CIGARS

Are constantly kept on hand.

PRIVATE CLUB ROOM

IN CONNECTION.

HENRY BRAMM, Proprietor.

South Side of Plaza, - - -

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THE NEW MEXICO

DIAMOND DRILL CO.

This Company has acquired the exclusive right to use and sell, and license others to use the improved DIAMOND ROCK-BOREING machinery within the Territory of New Mexico with the exception of Grant county.

By the use of these drills only can mines or shafts be penetrated to a depth of six thousand feet through solid rock, vertically or horizontally, and

Perfect Samples of Mineral

Taken out the entire distance. These samples so obtained are not disintegrated fragments of rock but continuous solid cylinders, showing clearly the stratification and character of the material bored through. The great value of these drills, and this method of prospecting is obvious and must appear.

THE NEW MEXICO DIAMOND DRILL CO.

Are now prepared to prospect Leads or Mines to 1,000 feet or upwards at prices 50% less than the cost of sinking a shaft, or for a share in the claim or mine so prospected.

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E. PLATT STRATTON,

Cinnarron, N. M.

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